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# NATIONAL FOREST TIMBER SALE PROBLEMS

(Statement of Richard E. McArdle, Chief, Forest Service, U. S. Department of Agriculture, before the Subcommittee on Legislative Oversight Functions of the Senate Committee on Interior and Insular Affairs, and the Subcommittee on Public Works and Resources of the House Committee on Government Operations, February 21, 1956, Washington, D. C.)

MR. CHAIRMAN AND COMMITTEE MEMBERS:

I appreciate the opportunity to make this statement on some of the more important policy problems affecting the sale of national-forest timber.

During the hearings held by this Joint Committee on the West Coast last November attention centered on the timber-sale activities of the Forest Service, Bureau of Land Management, and Bureau of Indian Affairs. I want to emphasize that the sale of timber is only one aspect of the broader function of timber management on the national forests. One of the responsibilities of the Forest Service is to manage the timber on the national forests for continuous production; so we are concerned with problems of reforestation, timber growing, timber-stand improvement, and protection of the tree crop fully as much as with the sale of timber. However, because the Committee's attention has centered on timber sales, my remarks likewise will be directed to that aspect of our timber-management activities.

Just as timber sales are only one aspect of timber management, so is timber management only one aspect of multiple-use management on the national forests. Under the law the two primary purposes for which the national forests were created are to assure continuous flows of water and continuous supplies of timber. The timbered areas of the western national forests lie for the most part on the higher mountain slopes, and their value as sources of water for domestic, industrial, and agricultural use cannot be overemphasized. In addition, recreational use of the national forests is greatly increasing as populations grow. Much of the commercial timber land on the national forests is grazed by domestic livestock and game. The Forest Service considers all of these uses of the forest resource in developing its multiple-use policies of management.

The Committee in its press release of September 21, 1955, listed six specific items on which information was sought. I shall discuss these items briefly with particular reference to conditions on the Pacific Coast and Inland Empire. But first, I wish to state a few facts as to the extent of the timber resources of the national forests and the size of our timber-sale activities.

There are about 489 million acres of commercial timber land in the United States and Coastal Alaska, supporting about 2,057 billion board feet of sawtimber. Included within the national forests is 17 percent of this timber land and 37 percent of the sawtimber. In terms of softwood sawtimber, which is in greatest demand, the national forests have 45 percent of the Nation's total.

In relation to all Federal ownership of commercial timber lands -- mainly in the Departments of Agriculture, Interior, and Defense -- the national forests

(Over)

include more than four-fifths of the total in terms of both timber-land area and sawtimber volume.

Receipts from the sale of national-forest timber in Fiscal Year 1955 were about 75 million dollars. There were about 25 thousand separate timber-sale transactions in that year. In the current fiscal year, receipts will total about 100 million dollars. Our methods of carrying on timber sales and the growth of this activity are vital to innumerable business establishments, communities, and the local economy of many areas, particularly in the Pacific Coast and Inland Empire States.

The rapid growth of national-forest timber sales is shown graphically in the attachment to this statement. In the 26-year period, 1934-60, the annual volume of timber cut will have increased from less than one billion to more than 9 billion board feet. The expected cut in the current fiscal year of 7.25 billion board feet is about 2-1/2 times greater than 10 years ago. Receipts during this decade have increased tenfold. Continued increases are expected until 1960, when the allowable cut will have been reached in most national-forest working circles.

Timber access roads

An adequate transportation system is a prime requirement for proper management of forest lands. The presence or lack of access roads has a direct and controlling influence on the amount of timber that can be marketed, the size and duration of sales, distribution of sales within the working circles, the amount of salvage that can be accomplished, protection of timber lands from fire, insects, and disease, and other aspects of the over-all resource-management job.

There is now widespread support from all segments of the timber industry for an adequate access-road program on the national forests. The testimony in the hearings you conducted in the West last fall brings this out very clearly. This is encouraging to us and strengthens our belief that it is timely to take a fresh look at the access-road program.

I think I should emphasize that until recent years most roads used primarily for timber hauling were constructed by timber purchasers, and financed indirectly by the United States through allowances in timber appraisals. Prior to World War II a majority of working circles in the West were undeveloped and large drainages containing billions of board feet of merchantable timber had no roads suitable for hauling timber. Public construction of roads was financed at a very low level. To sell timber it was necessary for timber purchasers to build the roads, and only the larger companies had resources sufficient to build the kind of roads needed to open up these working circles.

During the war years and immediately following we were confronted with a rapidly growing demand for timber from large and small operators alike. Defense and special housing funds were made available to the Forest Service for construction of some timber-access roads. However, provision for a continuing and adequate access-road construction program did not evolve from these special programs. For several years there was considerable controversy

within the timber industry on whether timber-access roads should be financed by direct appropriations.

The Department continued its efforts to show the urgency for increased road appropriations and in 1952 presented a program estimated as necessary to make possible the attainment of the then calculated allowable cut of 6.9 billion board feet exclusive of Alaska. The actual cut in 1952 had reached 4 billion feet. Estimated access-road needs to reach allowable cut were estimated at about 16,700 miles of primary construction at a cost of $256,000,000. Financing was proposed as follows:

| | Miles | Estimated cost |
|---|---|---|
| From Federal appropriations..... | 5,532 | $112,472,000 |
| By construction of timber purchasers..... | 9,888 | 109,292,000 |
| By local road authorities and private interests... | 1,287 | 34,038,000 |

The plan provided for construction with Federal appropriations of the more expensive mainline roads required to open up major bodies of timber. One of the main objectives was to provide more bidding opportunities for operators of all size classes but particularly those who were unable to finance mainline road construction themselves. It was expected that timber purchasers would construct most of the branch roads serving individual sales and some of the less costly tap roads. This was necessary to accelerate the program of increasing the cut in areas where demands for more timber were most pressing and where they could not be met promptly by constructing roads with appropriated funds. Had we not taken advantage of the timber purchasers' equipment, road-building know-how, and financial resources, we probably would be cutting less than half of the timber now being harvested on the western national forests. We will have to continue to rely heavily on purchaser construction unless the level of Federal appropriations for access-road construction is materially increased.

Purchaser-built roads should be constructed for maximum service to all tributary national-forest timber. Since the cost of these roads reduces the amount purchasers pay for timber, they are financed at public expense. Hence the criteria for the location and design of purchaser-built roads and access roads constructed from publicly appropriated funds should be identical. The authority of the Forest Service to make requirements for purchaser-built roads should be clearly established so that such construction will service all tributary timber at maximum economy.

Since Fiscal Year 1953, 58 million dollars of Federal funds has been programed for construction of timber-access roads on the national forests. However, a substantial portion of the funds available for this purpose had to be used on roads to facilitate salvage and insect-control logging. This means that about 41.4 million dollars of the Federal appropriation part of the 1952 program has now been financed, leaving about 64 percent yet to be accomplished.

The 1952 program provided for sufficient roads in each working circle to make sales at the then estimated allowable cutting rates, but it did not provide for installation of roads in every block of a working circle so that salvage of light scattered mortality would be feasible. The 1952 program was drawn up to establish a suitably distributed hauling capacity of 6.9 billion feet annually.

Conditions have changed sufficiently so that a new look at our timber-access road needs is needed. Determination is needed on:

(1) The size of the road program which should be financed with Federal appropriations in order to permit reduction in the number of large, long-term sales and an increase in the number of small and moderate-size short-term sales.

(2) The additional roads needed to apply light salvage cutting to all portions of each working circle in order to achieve full-scale salvage of endemic mortality.

(3) The additional roads needed for a suitably distributed hauling system for a current cut of 7.6 billion feet and an expected cut of about 9.5 billion feet by 1960.

Answers to these three problems require detailed analysis, working circle by working circle. This work has been started but has not yet reached a stage where sound estimates are available.

Right-of-way problems

In the Pacific Coast and Inland Empire States, numerous difficulties are being encountered in obtaining Federal rights to build roads across private lands or rights to use privately owned roads for hauling national-forest timber to market. These difficulties are impeding our progress towards attaining full allowable cutting rates in many working circles and also restrict other types of use of national forests. Many cases have been satisfactorily solved through individual consideration and negotiation, but there is still a big job ahead.

In Oregon and Washington adequate rights-of-way have not yet been obtained to about 20 percent of the commercial timber on the national forests. In most working circles sufficient access has been obtained to permit cutting at close to full allowable rates. Heretofore it has been possible to use effectively all available funds for timber-sale administration by adjusting our sale program away from areas with unsolved access problems into other portions of the working circle. Opportunities to make such sale program adjustments are now getting scarce. We estimate that in Oregon and Washington approximately 150 million board feet of the gap between actual and allowable annual cutting rates is involved in right-of-way difficulties.

The general, and basic, policy in regard to national-forest access is that the United States must have permanent rights-of-way to all of its lands. Adequate rights-of-way are needed to permit the Government to protect, administer, and utilize all the resources of the national forests. For adequate access, rights-of-way over private lands generally must be free of conditions or limitations on their full use, including use by the general public, when such use is compatible with public safety and protection of the roads and forest resources.

Another basic policy is that national-forest timber will not be advertised for sale until permanent easements for hauling it to market over an economically feasible route are obtained. This insures a bidding opportunity to every interested operator.

We have endeavored to obtain necessary right-of-way over private lands, in accordance with the above policies, through friendly negotiation and the process of give-and-take with the land owners. It has been our policy that exercise of the right of condemnation, with just compensation to the owner of the land, should be resorted to only when other means of obtaining satisfactory access have failed.

Within the last few years circumstances have been developing which will require more rapid progress through negotiations, and where that cannot be attained, earlier consideration of condemnation. It now appears that more use of condemnation procedure than in the past may be necessary to maintain or make orderly progress toward attaining full allowable cutting rates in some working circles.

Owners of private timber land located within the exterior boundaries of the national forests created from the public domain have the right to cross such national-forest land through the provisions of the Act of June 4, 1897. The Forest Service cannot require such a timber owner to grant reciprocal rights of crossing to the Government. At your hearing in Portland, a letter from the Department's General Counsel was furnished for the record to explain why this statute is applicable to timber hauling. We recommend no change be made in the provisions of this statute. We do not consider it necessary to abolish this long-established right of passage to solve our national-forest timber-access problems.

Some private land owners have refused to grant easements to the United States for the stated reason that the Forest Service cannot grant them a reciprocal permanent easement across national-forest land. We believe the Secretary of Agriculture should be authorized to grant easements for roads and other facilities across national-forest lands, and to require a reciprocal exchange of rights-of-way with neighboring timber-land owners in connection with the issuance of such easements to them.

The present difficulties over access could be continued indefinitely and easily compounded if temporary rights-of-way are accepted. Use of temporary rights would give the private land owner advantages in influencing timing of timber offerings on the national-forest lands in back of his lands. Temporary easements could cut off future use to the Government of roads for which public resources have made a substantial contribution to construction costs.

Some segments of the forest-products industry are resisting Forest Service insistence on permanent easements. But I want to stress the need for permanent access to the national forests. The national forests are under permanent administration for the use and benefit of the citizens of the United States. Permanent management and permanent use require permanent access.

Management plan inventories

The Forest Service finds a need for three distinct types or kinds of inventories. First is the nationwide inventory of timber on all forest land made with sampling techniques giving accuracy only for whole counties or other

large divisions of a State. Second is the inventory of individual national-forest working circles on which sustained yield and allowable cutting rates are based. These require more intensive sampling than the first. The third kind is the cruising or estimating of volume on an individual sale area. The second, or management plan inventory, is the kind I wish to discuss here.

In most working circles the available estimates of allowable cut have until recently been sufficiently above feasible annual sales programs so that more accurate determination of cutting capacity had no immediate urgency. Today with cutting at the full allowable rate in many working circles and rapidly approaching it in many more, precise and up-to-date determinations of the allowable cut have real practical import. The basic need in determination of allowable cut for a working circle is an up-to-date timber inventory. New timber inventories are needed for three principal reasons:

(1) There have been significant advances in the technology of timber estimating which now make possible volume and stocking determinations of superior accuracy for timber-management planning purposes at reasonable cost.

(2) Increased stumpage values and advances in road building and logging methods have revolutionized concepts of areas which are commercially operable. The impact of these increases in area of operability are particularly significant on the national forests since they are in general the most remote and inaccessible class of timber ownership.

(3) There has been a significant advance in the degree of timber utilization. This includes using more of the tree, using more defective trees, and using more species of trees, both green and dead.

Because of strong demand for more timber sales, the need for up-to-date inventories is most urgent in the Pacific Coast and Inland Empire States. Here the Forest Service has the job of obtaining them well under way. Out of the 70 working circles in Oregon and Washington, revised inventory work has been completed in 15 working circles and is in process in 12 more.

In the Intermountain, Rocky Mountain, and Southwestern regions, the immediate need for accurate and up-to-date inventories is for sound planning of industrial development rather than for sales of greater annual amounts than are authorized by present rough allowable-cut calculations. In the eastern and southern timber regions, there is need for continuing inventory so that each forest is given coverage at about 10-year intervals. This is because the young forests which typically cover the national-forest lands in this area are largely immature and growing rapidly.

Our policy in recent years has been to give as much precedence as possible to the re-inventory job, consistent with demands on our funds and manpower for other sales work. Nationwide $300,000 was programed in Fiscal Year 1955, $800,000 for the current year, and our budget for Fiscal Year 1957 allows $1,200,000 for this purpose. It will require about 6 years to bring all of our management plans up to date.

Allowable cut and sustained yield

I believe it is timely to make a clarifying statement about allowable cuts and sustained yield. In reading the testimony of your hearings last fall, I find there was much reference by witnesses to allowable cut, and little, if any, distinction was drawn between allowable cut and sustained yield. My impression is that they were used interchangeably and pretty much as synonymous terms. This may mislead the Committee.

The allowable cut of a national-forest working circle is the established limit for the average annual rate of cutting for a relatively short period of time. Sustained yield, on the other hand, is the cutting rate which may be sustained over a relatively long period of time when there is a proper balance of age classes and all of the land is in a productive condition. The allowable cut for an area within the framework of long-range sustained yield may be greater or less than current growth until proper distribution of age classes is achieved.

In the East, where the national forests were established largely from cut-over lands, the present short-term allowable cut is substantially less than long-term sustained-yield capacity. This is done in order to build up growing stock and to achieve a desirable distribution of age classes. In western national forests, where mature old-growth timber predominates, the allowable cut for a short time may exceed the long-range sustained-yield capacity while the stand is being converted to a proper distribution of age classes.

The objective of the Forest Service is to build up the cut in each working circle to the full allowable rate. This will help to sustain existing mills and will get the land into productive condition growing new crops of timber. There may be some adjustment of cutting when harvesting of the old-growth timber is completed. When cutting on the working circles has been adjusted to long-range sustained-yield capacity, we do not propose to allow harvesting in excess of that amount. There will be pressures to do this, but except in extraordinary national emergencies this must not be done.

The basic difficulty in the Northwest at the present time — and it was recognized by many witnesses testifying before you last fall — is that there is not enough timber. In other words there is more mill capacity than can be permanently sustained. I read with interest the testimony before your Committee by former Governor Sprague of Oregon. It sounded a note of caution. It warned that "no amount of inventory stretch-out will provide timber to keep all the existing mills operating on a permanent basis." I welcome that word of restraint. It supports the Forest Service policy of converting its old-growth timber to growing and productive forests with reasonable speed as governed by allowable cuts and operating thereafter to not in excess of the long-range sustained-yield capacity of the land.

Size and duration of sales

Potential purchasers of national-forest timber have expressed a great deal of interest in the size of sales offered for competitive bidding. Arguments

have been presented both for a greater proportion of sales in smaller and in larger size classes. The general policy of the Forest Service is to offer sales of a size and duration to best serve the needs of dependent industry and to provide purchase opportunity to large and small industry alike.

Distinctions between large and small sales must recognize that "large" and "small" are relative terms. Even in a single forest region few people will agree on what size sale is "small" or what size "large." Most small sales in the West would be considered large in the South.

In national forests of Oregon and Washington, a small sale is here considered to be of less than 5 million feet. The number of sale offerings in this size class has been greatly increased in recent years. The greatest increase has been in very small sales of less than 100 thousand board feet per sale, which are particularly suited for salvage or improvement cuttings by the smallest class of operators. Between 25 and 30 percent of the cut is now being obtained from small sales with more than half of this volume in sales containing less than 2 million board feet each. Usually both main and branch roads must be in place before such sales are feasible.

Medium-size sales are here considered to be from 5 million to 25 million board feet. Normally they are offered under circumstances where the timber purchaser must construct branch roads. More volume has been cut in this sale size class than any other. Forty to 45 percent of the cut is in this size class.

Large sales are here considered to be of more than 25 million board feet. Extensive main and branch road construction by the purchaser is ordinarily required. From 20 to 25 percent of the cut is made in sales between 25 and 50 million feet. Around 10 percent of the cut comes from large, long-term sales of over 50 million feet. Such sales are frequently necessary in a working circle where it is impracticable to finance the required road construction from public funds. At present levels of timber-access road financing a few such sales are necessary, but they are confined to areas in which larger operations are a logical part of the local timber economy. Large long-term sales may also be necessary to obtain installation of improved utilization facilities which require large capital investments. With the high degree of plant development in the Pacific Northwest, there is no longer much need or justification for large long-term sales for this purpose. Some possible exceptions to this general rule are occasionally encountered which are given consideration on their individual merits.

The size of sale pattern has changed considerably during recent years, and further change will occur as better access is developed. A material expansion of the number of very small sales of around 100 thousand board feet or less is highly desirable to increase salvage and improvement cuttings. Increases in this sale size class will much more adequately than heretofore take care of the smallest class of operation. Increases in the volume sold in sales of 5 million feet and less to better meet the needs of other small operations are also desirable.

Medium-size sales of 5 to 25 million board feet are the dominant class by volume of timber sold and should continue as such. They generally are suited

to all classes of operations except the very small. They afford an opportunity for the small operator to purchase up to 3 years' supply of timber in one transaction and thus facilitate his planning and stabilize his operation. They allow the larger operator a chance to supply his needs by making several purchases instead of one. Large sales, those ranging from 25 to 50 million board feet, probably should not be eliminated entirely, at least not for a considerable time.

In respect to duration of sales, practically all of the small and medium sales and many of the large sales can be for periods not exceeding 3 years. Few large sales will need to exceed 5- or 6-year periods. Longerperiods will be for exceptional cases with unusual need for plant or road amortization.

Progress in adjustments toward more small and medium sales will require installation of a more intensive transportation net through direct Government financing than has heretofore been considered in our timber-access road program planning. It will also make it necessary to employ more timber-sale personnel per unit of production.

Salvage cutting

In the broadest sense, salvage cutting is concerned with the utilization of dead and dying rather than growing timber. Economic feasibility of making special efforts to utilize such material, which formerly was largely wasted, has increased very significantly in recent years. Salvage cutting activity on the national forests has been increased, and we are glad to have interest and pressures from our customers for further expansion of salvage sales. There are at least three types of salvage, each of which involves different considerations and significance.

One type of salvage is the recovery of the large amounts of timber killed by some form of unpredictable catastrophe such as blowdown, fire, or insect epidemic. A series of coordinated emergency actions is needed for successful salvage of these occasional major timber losses. The Forest Service makes every effort to cope with these situations. The salvage of approximately 500 million feet of timber from the Forks burn of 1951 on the Olympic Forest, with stumpage receipts of almost $6,000,000, is an example of a job just completed. The salvage of about 250 million board feet of timber killed by September 1955 fires in California is an example of a new job already well under way.

A second type of salvage logging is the relogging of recently cut lands for products which were not regarded as merchantable by the first operator. This is a specialized type of salvaging which is largely confined to the Pacific Northwest. The two typical products being salvaged are small-sized material for either pulp or stud mills and large defective logs for specialized types of plywood manufacture. The Forest Service is making this sort of relogging salvage sale wherever feasible. Some problems of scheduling relogging without undue delay in slash burning have been encountered, but these difficulties are being worked out. Presumably, as logging methods and stable markets for this class of material develop, its utilization will be a part of standard operating procedure which will then no longer be regarded as a salvage operation.

A more descriptive term is needed for the third form of salvage. This is the recurrent day-to-day job of harvesting the natural scattered mortality which is continually occurring in timber stands. Unrecovered natural mortality is an important leak. This leak can be plugged by light scattered cutting of recently dead and dying trees. The economic feasibility of this sort of cutting has developed only recently. Possibilities for its expansion are large, but sound estimates of the total potential added annual volume which can be thus harvested are not yet available.

The Forest Service is making many small salvage sales, but it is not at present equipped to expand this type of salvage to its full potential. The national-forest cut is being financed almost entirely on the basis of conducting harvest cutting of green timber. Small salvage sales unavoidably are more expensive to prepare and administer. The additional production from this activity cannot be obtained at the same unit financial allotments as for larger harvest-cut type sales. Additional public road construction over and above the public road system needed for cutting the ordinary sustained-yield capacity of each working circle will be required. Recognition of these needs will result in income much greater than the expenditures required to get it. Even more important is the opportunity to provide additional raw material to the forest-products industries, which are so vital in the economy of the Pacific Northwest and other forest regions.

Sustained-yield units

Two types of sustained-yield units are authorized to be established by the Act of March 29, 1944. One is a cooperative-type unit comprised of both Federally and privately owned forest lands which is designed to provide for the coordinated management of such lands and which may also provide for the maintenance of community stability. The other is a Federal sustained-yield unit comprised primarily of Federally owned forest land established for the purpose of maintaining the stability of communities primarily dependent upon the Federally owned timber and where community stability cannot be maintained by following the usual competitive timber-sale procedure. The sale of the Federal timber in such units may be limited to purchasers located within specified communities or to designated responsible operators within specified communities who may be permitted to purchase such timber noncompetitively.

In the 12 years since enactment of this legislation the possibilities of establishing many sustained-yield units have been explored. Advisory public hearings have been held for the discussion of the advantages and disadvantages of 10 proposed units. Many more have been investigated and considered with the proponents but not brought to public hearing. Five Federal units and one cooperative unit have been established. Four on which advisory public hearings were held were not established.

Since the enactment of this Act in 1944, logging conditions have changed considerably. Long hauls today are a common thing. More and more, a particular working circle is tributary to a number of communities. There is not enough national-forest timber to insure permanent supplies for all communities. Under present competition for national-forest timber, it has been

increasingly more difficult to justify the establishment of sustained-yield units because the advantages to the particular community or communities proposing such units are found to be outweighed by the disadvantages which would result to other communities which also depend upon timber from the proposed unit. Consequently every new proposal is highly controversial. In its hearings last fall your Committee heard testimony both pro and con on this question.

For these reasons there has been active consideration in the Department over the last several months as to whether more stringent standards should be developed with respect to the establishment of such units, with careful consideration being given to whether national-forest timber can contribute more to maintain a healthy, progressive, and competitive condition in the forest-products industries if the full sustained-yield cutting capacity available for cutting in each national-forest working circle is made available by the usual competitive procedures. No decision has yet been reached.

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That concludes my discussion of the various items on which the Committee announced it was seeking information. A great many details of national-forest timber sales have not been touched upon. I shall be glad to answer questions to the extent of my knowledge, or with your permission, refer to my staff some of the more detailed questions in this very complex field of timber-sale administration.

Before closing I want to re-emphasize two points and make one additional comment.

(1) The national forests were not established, nor are they administered for the sole purpose of cutting timber. There is a lot more to timber-resource management than timber sales, and there is a lot more to administration of the national forests than timber management. Timber sales are one very important function of our national-forest stewardship. It is not my intention to belittle timber sales, but to place them in their proper perspective, and to emphasize that in developing our broad policy guidelines, we necessarily must take into consideration multiple-use objectives and multiple-resource management of all national forests in all parts of the country.

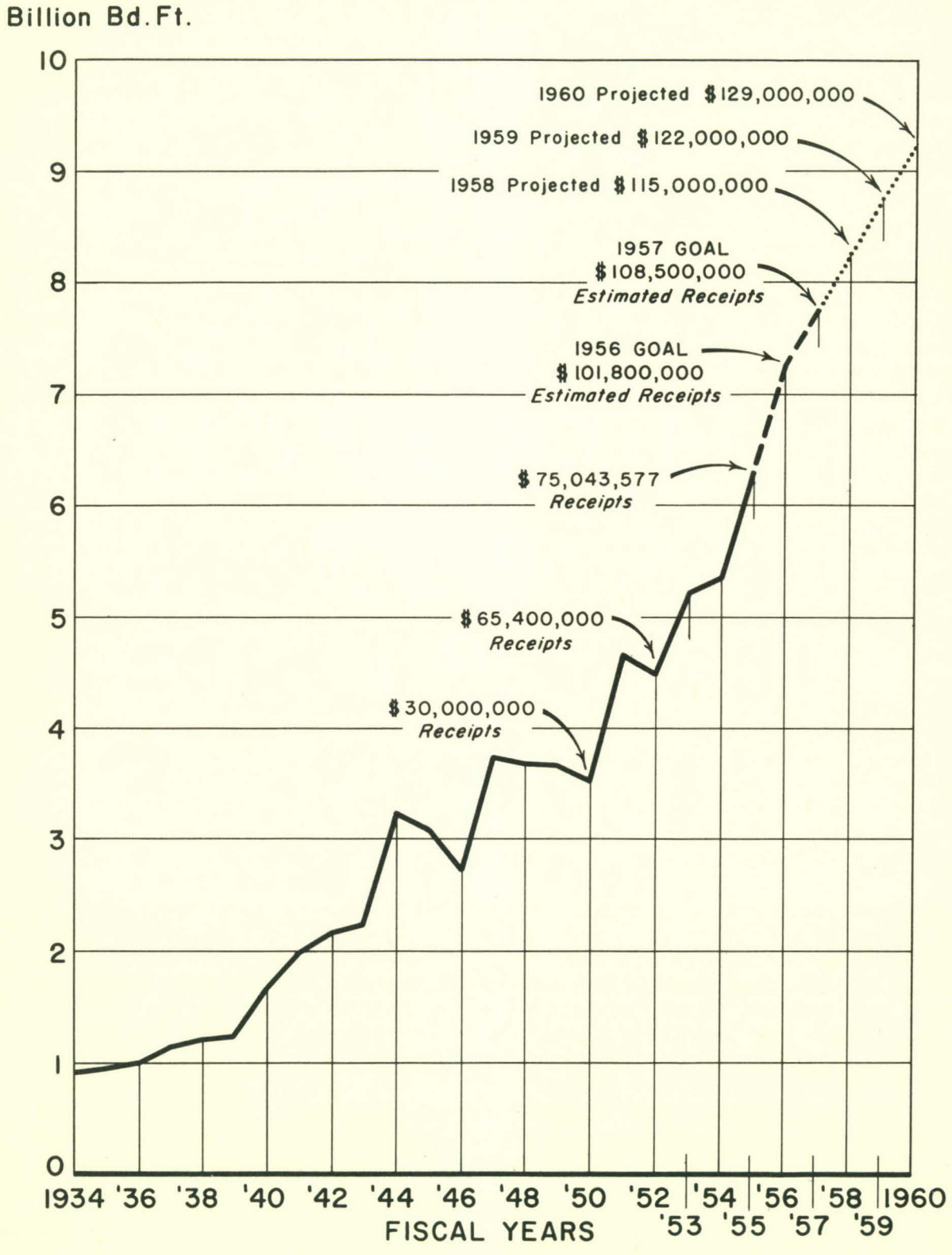
(2) In the area in which the Committee held its field hearings, the basic difficulty in timber sales is that there is not enough timber to sustain existing mill capacity on a permanent basis. You received repeated testimony indicating that the impact of this situation already is severe. The real solution to some of the problems presented to you is more intensive forestry which will utilize effectively the productive capacity of our timber land. Adjustments in timber-sale policy and procedures will not cure this basic difficulty. In the meantime, the objective is to do the greatest equity possible to all concerned in utilizing a natural resource in which demand exceeds supply.

(3) The Committee is much interested, I know, in one question which I have not yet touched upon -- that is, coordination of timber-sale procedures used by the Forest Service, Bureau of Land Management, and Bureau of Indian Affairs.

The adoption of completely standardized timber-sale procedures by these three agencies has much surface appeal. Certainly, each agency should adopt methods of the other agencies where they are obviously superior to its own. However, there are some limitations which must be recognized. First of all, there are certain fundamental differences in the basic objectives and basic laws under which the three agencies operate. Another difference is that the Forest Service is concerned with timber sales throughout the country on the great variety of forest types which are found on the national forests both East and West. Bureau of Land Management timber sales, for example, are mainly confined to one State and are concentrated on the O&C lands in Oregon. And there is the multiple-use objective of national-forest management which I have already mentioned.

Interagency cooperation is better in my judgment than it ever has been. It is good at the top level here in Washington, and it is good in the field. I should like to take advantage of this era of good will between the agencies in order to further coordination of timber-sale procedures to the extent that this is desirable. It is my intention to invite the heads of the Bureau of Land Management and the Bureau of Indian Affairs to join with me in appointing representatives from our respective agencies to function as a continuing joint committee on timber-sale procedures for the purpose of exploring what steps might be taken advantageously to promote greater uniformity in this field. This joint interagency committee should recommend periodically to the heads of the three agencies specific steps which appear practical in achieving greater efficiency and coordination. I believe that much can be accomplished by such an interagency group.

# VOLUME NATIONAL FOREST TIMBER CUT




Forest Service, Division of Timber Mgt. Jan. 1956